

CENTRAL INTELLIGENCE AGENCY
SECURITY INFORMATION
INFORMATION REPORT
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LISTED BELOW:
SUPPLEMENT TO REPORT NO.

1. The SAG Waggonfabrik Dessau is building five 4-axle refrigerator cars and two 6-axle railway crane cars daily for the USSR. The cars are mounted on standard European gauge trucks on which they roll to Brest, but Soviet gauge trucks accompany the cars from the factory. The new refrigerator cars are made up into trains at Coswig (Anhalt) and are then loaded with meat, fat, canned goods, and occasionally with furniture, for transport to Russia.
2. The newly constructed second track on the Aue-Schwarzenberg-Johanngeorgenstadt line was put in service on 20 October 1951. The stretch is about 38 kilometers long.
3. Each week five or six ore trains depart for Brest from the area around Aue and Johanngeorgenstadt. The trains are equipped with telephone communication from end to end and carry Russian military guards. The cars are loaded with ore packed in boxes ("Eisenerzkisten"), and, in addition to lock and seal, have their doors secured with a wooden wedge. Before the ore is packed in boxes, it is hauled to Tannenbergsthal (Vogtland) for washing. A preliminary washing takes place in a forest area near Tannenbergsthal where there is a small, but completely Russian, community. A second washing is performed at Lengenfeld (Vogtland). The ore is then returned to Aue and Niederschlema for packing. All stages of ore processing are carried out exclusively by Russian personnel.
4. D-1 and D-2, the two round-trip passenger trains operating between Berlin and Frankfurt/Main, are no longer permitted to stop at the Eisenach station, and D-149 and D-150, Berlin-Munich, are not allowed to stop at Saalfeld. Instructions on this matter originate with the Soviet Control Commission. In railroad circles it is interpreted as means of controlling flight from the DDR.
5. The chief of the Construction Department of the Reichsbahn Main Office, (Hr) Wunsch, is being accused of inefficiency. He has been threatened with arrest by Director General Kramer on instructions from the Soviet Control Commission for failure to effect completion of the elaborate junction on the outer freight ring at Grunau and for having greatly exceeded the original appropriation for construction of the new southern section of the ring.

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Comment: Hundredweight crates.

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